Appendix B

LOS ANALYSIS PARAMETERS AND INPUT DATA

Table B-1
Two-Lane Highways (Rural Undeveloped Areas)
HCM 2000 Methodology

CORRIDOR-WIDE PARAMETERS

Parameter	Value	Source
Highway class	I	Per *HCM 2000* definition
Lane width	12 feet	Field survey
Terrain	Level	Field survey

SEGMENT DATA ITEMS*

Segment			Input Data								
Hwy.	**From**	**To**	**Shoulder Width**	**2002 DHV**	**2025 DHV**	**Dir. Split**	**PHF**	**% Trucks, Buses**	**% RVs**	**% No-Passing**	**Free-Flow Speed**
US 26	Moreland Rd.	Parks Rd.	8’	424	630	70/30	.69	5.5%	1.2%	75.5%	59.4 mph
US 26	Parks Rd.	Beg. 4-Ln. Div.	8’	607	882	58/42	.83	5.6%	1.0%	54.2%	57.1 mph
I-86 B	Idaho St.	Pocatello Ave.	8’	213	N/A**	64/36	.68	13.8%	1.4	13.3%	54.0 mph
SH-39	Lamb Weston Rd.	S. Pleasant Valley Rd.	7’	390	N/A**	62/38	.86	5.9%	0.5%	47.1%	58.8 mph
SH-39	S. Pleasant Valley Rd.	N. Pleasant Valley Rd.	7’	292	N/A**	53/47	.87	16.3%	0.5%	19.5%	59.5 mph
SH-39	Sage Rd.	Liberty Rd.	5’	133	200	52/48	.78	18.9%	4.0%	7.9%	60.5 mph
SH-39	Liberty Rd.	Pine Rd.	6.4’	285	430	51/49	.89	29.0%	2.0%	33.1%	60.5 mph

* Sources:

1. All volume-related data items except 2025 DHV otained from traffic counts (2025 DHV obtained from study traffic forecast).
2. All geometric data items (shoulder width and % no-passing zones) obtained through field survey.
3. Free flow speed for segments in north corridor area obtained through speed survey. Free flow speeds for segments in south corridor area estimated per *HCM2000* methodology.

** 2025 conditions not analyzed for south corridor area.

Note: All parameter and input data values the same for 2025 as 2002 except DHV.

Table B-2
Two-Lane Highways (Rural Developed Areas)
HIGHPLAN Methodology

CORRIDOR-WIDE PARAMETERS

Parameter	Value	Source
Area type	Rural developed	Per HIGHPLAN definition
Terrain	Level	Field survey
Base capacity	1,700 vph	HIGHPLAN default
Local adj. factor	.92	HIGHPLAN default

SEGMENT DATA ITEMS*

Segment			Input Data						
Hwy.	From	To	Posted Speed	2002 DDHV	2025 DDHV	PHF	% Heavy Vehicles	% No-Passing	Number of Lanes
Eastbound									
SH-39	Pine Rd.	Moreland Rd. (Riverside)	60 mph	183	258	.89	4.7%	42.8%	1
SH-39	Moreland Rd.	Leaving Riverside	45 mph	218	292	.85	5.8%	N/A	2
SH-39	Leaving Riverside	Trego Rd.	55 mph	243	323	.76	5.0%	0%	1
SH-39	Trego Rd.	Bishop Dr.	55 mph	282	374	.89	5.0%	0%	1
SH-39	Bishop Dr.	US 26	45 mph	292	404	.87	5.0%	75.9%	1
Westbound									
SH-39	US 26	Bishop Dr.	45 mph	443	615	.84	3.8%	70.0%	1
SH-39	Bishop Dr.	Trego Rd.	55 mph	428	567	.83	2.9%	0%	1
SH-39	Trego Rd.	Entering Riverside	55 mph	262	348	.83	4.9%	12.6%	1
SH-39	Entering Riverside	Moreland Rd.	45 mph	304	406	.85	3.7%	N/A	1
SH-39	Moreland Rd.	Pine Rd.	60 mph	263	371	.80	5.4%	43.6	1

* Sources:

1. All volume-related data items except 2025 DDHV otained from traffic counts (2025 DDHV obtained from study traffic forecast).
2. All geometric data items (% no-passing zones and number of lanes) and posted speed obtained through field survey.

Note: All parameter and input data values the same for 2025 as 2002 except DDHV.

Table B-3
Urban Streets
HCM 2000 Methodology

CORRIDOR-WIDE PARAMETERS

Parameter	Value	Source
Urban street class	II	Per *HCM 2000* definition

SEGMENT DATA ITEMS

Segment		Input Data				
From	To	Length	Free-Flow Speed		Intersection Control Delay*	
			Data Value	Source	Data Values (2002/2025)	Source
Eastbound						
US 26/SH-39	US 26/I-15 SB Ramps	0.19	40 mph	Posted speed	13.9/17.4 s	Intersection LOS analysis for US 26/I-15 SB Ramps
US 26/I-15 SB Ramps	US 26/I-15 NB Ramps	0.17	40 mph	Posted speed	N/A/9.1 s	Intersection LOS analysis for US 26/I-15 NB Ramps
Westbound						
US 26/I-15 NB Ramps	US 26/I-15 SB Ramps	0.17	40 mph	Posted speed	7.9/9.0 s	Intersection LOS analysis for US 26/I-15 SB Ramps
US 26/I-15 SB Ramps	US 26/SH-39	0.19	40 mph	Posted speed	N/A/1.9 s	Intersection LOS analysis for US 26/SH-39

* Intersection control delays calculated using *HCM 2000* LOS capacity analysis methodologies for signalized intersections (see Table B-5).

Table B-4
Multi-Lane Highways
HCM 2000 Methodology

CORRIDOR-WIDE PARAMETERS

Parameter	Value	Source
Driver Type	Commuter/Weekday	Assumed
Terrain	Level	Field survey

SEGMENT DATA ITEMS*

Segment			Input Data						
Hwy.	From	To	2002 DDHV	2025 DDHV	PHF	% Trucks, Buses	% RVs	No. of Lanes	Free-Flow Speed
Eastbound									
US 26	Beg. 4-Ln. Div.	Pioneer Rd.	328	462	.63	5.3%	0.0%	2	58.6 mph
US 26	Pioneer Rd.	W. Collins Siding Rd.	424	551	.78	6.6%	1.2%	2	51.8 mph
US-26	W. Collins Siding Rd.	SH-39	574	669	.87	5.1%	0.4%	2	43.9 mph
SH-39	Lamb-Weston Rd.	Idaho St.	279	N/A**	.59	7.2%	1.8%	2	59.4 mph
Westbound									
US 26	SH-39	W. Collins Siding Rd.	534	625	.91	6.6%	0.5%	2	42.9 mph
US 26	W. Collins Siding Rd.	Pioneer Rd.	444	577	.88	4.7%	0.5%	2	52.1 mph
US-26	Pioneer Rd.	Beg. 4-Ln. Div.	332	468	.88	4.0%	0.0%	2	56.2 mph
SH-39	Idaho St.	Lamb-Weston Rd.	166	N/A**	.89	12.7%	3.0%	2	58.9 pmh

* Sources:

1. All volume-related data items except 2025 DHV otained from traffic counts (2025 DHV obtained from study traffic forecast).
2. Free flow speeds for US 26 between beginning of 4-lane divided section and Pioneer Rd. obtained through speed survey. Free flow speeds for all other segments estimated per *HCM2000* methodology.

** 2025 conditions not analyzed for south corridor area.

Note: All parameter and input data values the same for 2025 as 2002 except DHV.

Table B-5
Signalized Intersections
HCM 2000 Methodology

CORRIDOR-WIDE PARAMETERS

Parameter	Value	Source
Lane width	12 feet	*HCM 2000* default
Arrival type	3	*HCM 2000* default
Multi-lane adj. factor	Yes	*HCM 2000* default
Saturation flow rate	1,900 vph	*HCM 2000* default
Crosswalk width	8 feet	*HCM 2000* default
Walking speed	4.0 ft./sec.	*HCM 2000* default

INTERSECTION DATA ITEMS

Input Data	US 26/SH-39*		US 26/I-15 SB Ramps		US-26/I-15 NB Ramps*	
	Data Value	Source	Data Value	Source	Data Value	Source
2002 DHV	N/A	N/A	Varies by movement	Traffic count	N/A	N/A
2025 DHV	Varies by movement	Study traffic forecast	Varies by movement	Study traffic forecast	Varies by movement	Study traffic forecast
Pedestrian volume (major/minor)	0/0	Traffic count	0/0	Traffic count	0/0	Traffic count
Bicycle volume (major/minor)	0/0	Traffic count	0/0	Traffic count	0/0	Traffic count
Phasing type (major/minor)	Protected/ N/A	Assumed	Protected/ N/A	Field survey	Protected/ N/A	Assumed
Cycle length	60 secs.	Assumed	60 secs.	Assumed	60 secs.	Assumed
Lost time	12 secs.	Per signal phasing	12 secs.	Per signal phasing	12 secs.	Per signal phasing
Yellow + all-red time	4 secs.	*HCM 2000* default	4 secs.	*HCM 2000* default	4 secs.	*HCM 2000* default
Heavy vehicle % (major/minor)	6/11	Traffic count	7/11	Traffic count	4/13	Traffic count

Table B-5 (cont.)
Signalized Intersections
HCM 2000 Methodology

Input Data	US 26/SH-39*		US 26/I-15 SB Ramps		US-26/I-15 NB Ramps*	
	Data Value	Source	Data Value	Source	Data Value	Source
Grade % (major/minor)	0/0	Field survey	0/-2	Field survey	0/-2	Field survey
On-street parking	None	Field survey	None	Field survey	None	Field survey
Bus stops/hour	None	Field survey	None	Field survey	None	Field survey

* Analyzed as signalized intersection for 2025 only

Note: All parameter and input data values the same for 2025 as 2002 except DHV.

Table B-6
Unsignalized Intersections
HCM 2000 Methodology

CORRIDOR-WIDE PARAMETERS

Parameter	Value	Source
Lane width	12 feet	*HCM 2000* default
Walking speed	4.0 ft./sec.	*HCM 2000* default

INTERSECTION DATA ITEMS*

Major Leg	Minor Leg	DHV	Pedestrian Volume (Major/Minor)	Median Type	Heavy Vehicle % (Major/Minor)	Grade (Major/Minor)	Flared Lane Space (vehs.)
US 26	Moreland Rd.	Varies by movement	0/0	Undivided	4/3	0/0	0
US 26	Lemhi Rd.	Varies by movement	0/0	Undivided	7/3	0/0	0
US 26	Parks Rd./Porterville Rd.	Varies by movement	0/0	Undivided	5/3	0/0	0
US 26	Clark Rd.	Varies by movement	0/0	Undivided	3/8	0/0	0
US 26	Bond Rd.	Varies by movement	0/0	Undivided	5/0	0/0	0
US 26	Pioneer Rd.	Varies by movement	0/0	Undivided	6/6	0/0	0
US 26	W. Collins Siding Rd.	Varies by movement	0/0	Undivided	9/4	0/0	0
US 26	Groveland Rd.	Varies by movement	0/0	Undivided	6/7	0/0	0
US 26	Worthen Rd.	Varies by movement	1/0	TWCTL	6/3	0/0	0
US 26	I-15 NB Ramps	Varies by movement	0/0	Undivided	4/7	0/-2	0
I-86B	Pocatello Ave.	Varies by movement	0/0	Undivided	6/6	0/0	0
I-86B	Hillcrest Ave.	Varies by movement	0/0	Undivided	12/3	0/0	0
I-86B	Marina Rd.	Varies by movement	0/0	Undivided	16/11	0/0	0
SH-39	Idaho St.	Varies by movement	0/0	Undivided	18/4	0/0	0
SH-39	Lamb-Weston Rd.	Varies by movement	0/0	Undivided	3/10	1/-1	0
SH-39	S. Pleasant Valley Rd.	Varies by movement	0/0	Undivided	22/12	0/0	0
SH-39	Center Pleasant Valley Rd.	Varies by movement	0/0	Undivided	0/0	0/0	0
SH-39	N. Pleasant Valley Rd.	Varies by movement	0/0	Undivided	0/0	0/0	0
SH-39	Sage Rd.	Varies by movement	0/0	Undivided	21/60	0/0	0
SH-39	Hutchinson Rd.	Varies by movement	0/0	Undivided	21/0	0/0	0

Table B-6 (cont.)
Unsignalized Intersections
HCM 2000 Methodology

Major Leg	Minor Leg	DHV	Pedestrian Volume (Major/Minor)	Median Type	Heavy Vehicle % (Major/Minor)	Grade (Major/Minor)	Flared Lane Space (vehs.)
SH-39	Ferry Butte Rd.	Varies by movement	0/0	Undivided	12/20	0/0	0
SH-39	Main St. (Pingree)	Varies by movement	0/0	Undivided	20/5	0/0	0
SH-39	Sheeptrail Rd.	Varies by movement	0/0	Undivided	0/0	0/0	0
SH-39	Willow Rd.	Varies by movement	0/0	Undivided	18/26	0/-5	0
SH-39	Liberty Rd.	Varies by movement	0/0	Undivided	23/65	0/0	0
SH-39	Thomas Rd. - Scott Rd.	Varies by movement	0/0	Undivided	39/11	0/-2	0
SH-39	Rockford West Rd.	Varies by movement	0/0	Undivided	42/15	0/0	0
SH-39	Hilltop Rd.	Varies by movement	0/0	Undivided	33/14	0/0	0
SH-39	Hoff Rd.	Varies by movement	0/0	Undivided	23/72	0/0	0
SH-39	Pine Rd.	Varies by movement	0/1	Undivided	5/5	0/0	0
SH-39	Wilson Rd.	Varies by movement	0/0	Undivided	6/0	0/0	0
SH-39	Taylor Rd.	Varies by movement	0/0	Undivided	0/0	0/0	0
SH-39	Moreland Rd. (Riverside)	Varies by movement	0/0	Undivided	3/1	0/0	0
SH-39	Center St.	Varies by movement	0/0	Undivided	7/0	0/0	0
SH-39	Clark Rd.	Varies by movement	1/0	Undivided	7/3	0/0	0
SH-39	Trego Rd.	Varies by movement	0/0	Undivided	4/40	0/0	0
SH-39	Thomas Rd.	Varies by movement	0/0	Undivided	5/0	0/0	0
SH-39	Bishop Dr.	Varies by movement	0/0	Undivided	4/0	0/0	0
SH-39	Groveland Rd.	Varies by movement	0/0	Undivided	5/4	0/0	0
SH-39	Bridge St.	Varies by movement	0/0	Undivided	8/6	0/0	0

* Sources:

1. All volume-related data items (DHV, pedestrian volumes, and heavy vehicle percentages) obtained from traffic counts.
2. All geometric data items (median type, grade, flared lane space) obtained through field survey.

Note: All parameter and input data values the same for 2025 as 2002 except DHV.